

SUITLAND PARKWAY,
HENSON CREEK CULVERT HEADWALLS AT STATION 200 PLUS 35
835 feet East of Suitland Road and Suitland Parkway
Suitland Vicinity
Prince Georges County
Maryland

HAER NO. MD-100-A

HAER
MD,
17-SUITM,
1A-

~~PHOTOGRAPHS~~

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
Philadelphia Support Office
U.S. Custom House
200 Chestnut Street
Philadelphia, PA 19106

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SUITLAND PARKWAY, HENSON CREEK CULVERT HEADWALLS AT STATION 200 PLUS 35

HAER No. MD-100-A

Location: 835 feet East of Suitland Road and Suitland Parkway
Suitland vicinity
Prince George's County
Maryland
UTM: 18.334150.4300050
USGS QUAD: Anacostia, DC-MD

Date Of Construction: September, 1943- December, 1944

Engineer/ Architect: National Park Service for the Public Roads Administration

Present Owner: Department of Interior, National Park Service
1900 Anacostia Drive, S.E., Washington D.C.

Present Use: Henson Creek tributary stone culvert headwall

Significance: These culvert headwalls are part of the Suitland Parkway. The Parkway was constructed as a defense access road to Andrews Air Force Base from the District of Columbia. The concept of the parkway called for a layout which complied with the design principles of parkway road design. This includes the use of such elements as stone walls, wood post and guardrails, and stone headwalls. The original stone structures still in place exemplifies the historic significance of the headwalls. The tributary stone culvert headwalls are typical of what is present throughout the parkway.

Project Information: In conjunction with the rehabilitation and construction of the eastern section of the Suitland Parkway, these culverts will be lengthened and stone headwalls rebuilt. These improvements will be made to allow for the construction of an acceleration on-ramp from Suitland Road to the east-bound parkway and a safer deceleration lane from the west-bound parkway.

Dwight Pitcaithley
Cultural Resources
National Park Service
National Capital Region
1100 Ohio Drive
Washington, D.C.

Summary of Headwall

This culvert headwall is a cultural resource on the Suitland Parkway which was designed as a split multi-lane limited-access landscaped parkway. The Parkway was constructed as a defense access road to Andrews Air Force Base from the District of Columbia. Construction of the Parkway was started in 1943 and the two southern lanes were completed in 1944. Work was halted because the road was no longer needed for war time defense. Presently four lanes are complete from the Washington D.C. line to Silverhill Road. The remaining portion of the Parkway consists of the two southern lanes which host two way traffic. The road grading and cross-drainage systems were in place for the completion of the entire road before construction stopped.

The concept of the parkway called for a layout which complied with the design principles of parkway road design. This includes the use of such elements as stone walls, timber guardrails, and stone headwalls. This tributary culvert headwall is typical of the stone masonry used throughout the parkway. The existing stone headwalls were built in the original construction phase from 1943-1944.

Description of Structure

Location: Station 200+35 North and South, 835' east of Suitland Road and Suitland Parkway.

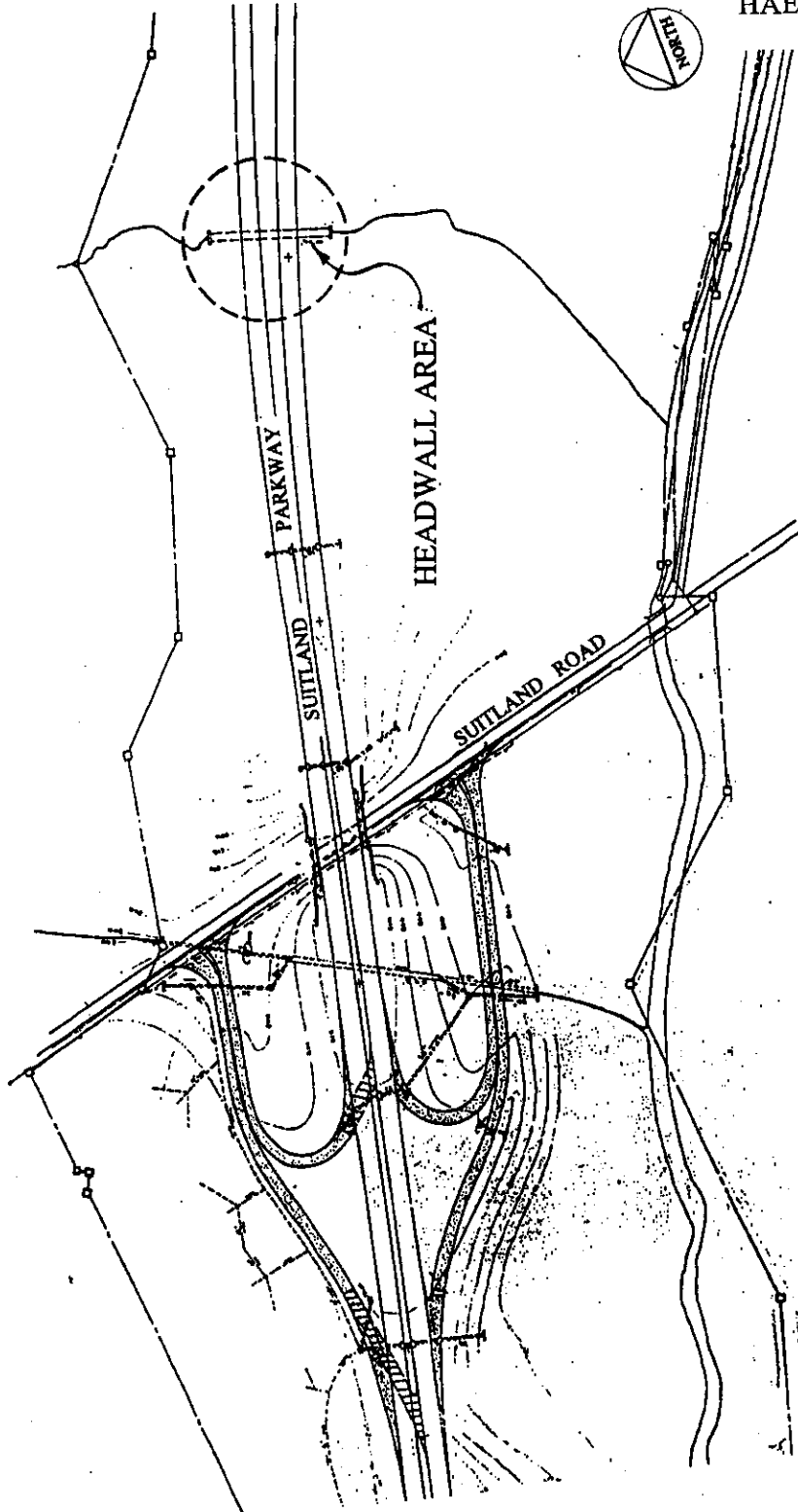
Size: Approximately 42'-0" by 8'-6" by 1'-0"; 9" thick stone veneer face, 6'-0" by 10'-0" culvert opening.

Designed by: National Park Service for the Public Roads Administration with design review by the Fine Arts Commission.

General Design Elements: Class 'A' stone masonry, dimensioned stone native to the area. Concrete culvert under road bed.

In conjunction with the rehabilitation and construction of the eastern section of the Suitland Parkway, the culvert will be lengthened on the south end by 26'-6" and on the north end by 11'-0" including the reconstruction of the stone headwalls. These improvements will be made to the headwall and culvert to allow for the construction of a diamond shape interchange at Suitland Road. This will involve the construction of an acceleration on-ramp on the south side from Suitland Road to the east-bound parkway. On the north, a deceleration lane will be constructed from the parkway west bound to Suitland Road which necessitates the need to lengthen the culvert.

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United States
Department of Interior
National Park Service
Planning and Construction Division
Headwall for
National Capital Parks
Office

HEADWALL for CULVERTS
Name of Job
STA. 2200+35 : APPROX.
Location

SUITLAND PARKWAY CULVERT HEADWALLS
Station 200+35